





## GOVERNMENT RAILWAYS.

## CHEAP RAILWAY EXCURSION FROM SYDNEY TO MELBOURNE RACES.

TO-MORROW, FRIDAY.

A SPECIAL CHEAP EXCURSION TRAIN WILL LEAVE SYDNEY FOR MELBOURNE AT 8.30 A.M. ON FRIDAY, NOVEMBER 3, calling at the principal stations en route, MELBOURNE 4.45 P.M. MORNING.

RETURN FARE: FIRST-CLASS, £2 10s. SECOND-CLASS, £2 10s. AVAILABLE FOR RETURN by Mail Train leaving Melbourne at 4.15 A.M. on any day (Sundays excepted) up to FRIDAY, DECEMBER 1.

Handbills and further particulars can be obtained from Stationmasters.

## CHEAP EXCURSIONS TO THE HAWKSBURY RIVER.

In conjunction with the steamer General Gordon, TO-MORROW (FRIDAY) AND SATURDAY NEXT.

Trains will leave Sydney at 8.5 A.M. and Milton at 8.50 A.M. The River Trip will occupy five hours.

RETURN FARE from Sydney and Melbourne stations, including steamer trip—First-class, 5s. 6d.; second-class, 3s. 6d.

Refreshments can be obtained on board the steamer at reasonable rates.

By order of the Commissioners. (14-70) H. McLELLAN, Secretary.

## AMUSEMENTS.

## LYCEUM THEATRE.

Directors of C. HOWARD IRVING.

TO-NIGHT (THURSDAY), TO-NIGHT.

TAJRO. Absolutely.

TAJRO. A Great Artist.

TAJRO. Now with a new act.

TAJRO. A SECOND DATE.

TAJRO. Everything Clear, Concise.

TAJRO. A SECOND DATE.

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## MERELY MARY ANN.

## SECOND MATINEE PERFORMANCE.

will be given at 2 o'clock.

WEDNESDAY AFTERNOON NEXT.

Children, Half-price.

ABSOLUTELY NO FREE LIST.

## HER MAJESTY'S THEATRE.

Leave and Manager, J. C. WILLIAMS.

EVENINGS, at 8. WEDNESDAY AFTERNOON, at 2.

ABSOLUTELY NO FREE LIST.

## "MERELY MARY ANN."

A story that moves men and women to tears on moment and to the next to moment.

There are many dramatic incidents and light comedy, broad humour, and tender sentiment, all fully and delightfully blended.

## "MERELY MARY ANN."

TITTELL BRUNE... AS... MARY ANN

A BRILLIANT ARTISTIC TRIUMPH.

TO-NIGHT, THURSDAY, NOV. 2, at 8 o'clock.

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**KALGOORLIE, Wednesday.**  
Annual report of the Hainault Gold  
Limited, for the year ended May 31  
that after writing off £11,320 is 2d  
pment and depreciation, a credit bal-  
the year of £9831 17s 4d remain-  
d to the sum of £4601 14s 11d car-  
from the previous year increases the

cash in hand to £18,433 14s 3d. (But  
amount two dividends of 1s per share  
paid, leaving a credit balance of  
3d to be carried forward. The gen-  
eral's report, which accompanied the  
directors', shows that the reserves have  
greatly increased during the past year,  
calculated on a conservative basis to  
be 265,000 tons, from which it is ex-  
pected to recover gold to the value of 36s per

Following are the latest developments at the Great Fingali mine Day Dawn shaft has been sunk a total depth in low values. The north drive at level has been extended a total distance. The assay value of the hole at 56ft driven was 12dw for a width. For the last 6ft driven assays averaged. The crosscut extended to the

Wall of the lode at a point 467ft above the shaft has been driven 9ft in ore 7dwt. The north drive on the footwall at No. 11 level, at a point 123ft above the shaft, has been put up 190ft, the width and value of the lode for the rise being 54in and 61dwt respectively above No. 8 level at 190ft. The shaft has been put up 73ft, value last 8ft rise being 10dwt over a 198in. The rise from No. 5 level,

mouth of the shaft, has been put up at this point the reef averages 150 ft thick of 44 in.

Manager of the Victory United Wind Tunnel, Adelaide, on October 13, 1964, reported that trouble owing to shanks breaking was causing considerable delay. Now smoothly. Mine stopes are the same supported. Developments upon the side hanging-wall at 640 ft level are most satisfactory. The size of this vein is large.

and is very rich, gold showing freely,  
rytle lease the reef is still increasing

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**NORTH COAST RAILWAY.**

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**THE EDITOR OF THE HERALD.**

Referring to Mr. Thomas Temperley's  
man Ballina, Richmond River, where  
thirty

In last Wednesday's issue, I wish to state that although the land is of a poor selection between Grafton and Coaling, the opening of this railway is very important to the northern parts of the River, seeing that the railway train the city of Grafton, where come lie. As the Clarence River is so important it means a great help to Richmond to get their goods, etc., to Sydney.

regards Mr. Temperley's opinion  
lands from South Grafton, through the  
river, Bellingham, Macleay, Manning,  
to the Hunter River at Maitland, I  
tell all our State people that the open-  
ing railway from the Clarence to the  
river is of great importance, seeing  
much of the land is fit and suitable  
for sheep, dairying, grazing, etc., and  
there are so many working on this  
land that they should have rail-

section to important rivers with good access as Casino and Kyogle have with the Richmond River now. Seeing that so much of the lands from Grafton to Mulland are for so many years this proves that the lands are good, and cannot be compared with the Casino-Casino lands, which have never been connected, although available so many years previously to the land being reserved for a railway line from Grafton to Tweed.

THE EDITOR OF THE HERALD.

is not my intention to enter upon  
 as to the merits or demerits of  
 the proposed North Coast railways; all I ask  
 is to correct some of the misstate-  
 ments of your correspondent, "Lam-  
 ore," in Saturday's issue. The assertion  
 of an annual loss on the Lismore-Tweed  
 line of £30,000 is so grossly unfair that  
 I who advocated its construction have  
 to correct the false impression it is cal-  
 culated to convey. Speaking from memory,

year's running showed a loss of £10,000, whilst the current year will not, I am informed, exceed £24,000, the result showing a steady annual increase of revenue of £1800, which may have been still greater if the original intention of the late Chief Commissioner had been given effect to—in a line with Queensland railway's system there is every reason to assume the connection had been carried out.

ould have been, the working of the  
ould show a profit instead of a loss, as  
sues. It is past comprehension how  
osed railway is to be benefited by  
ecacy or what is to be gained in the  
of a section of the line already con-  
The assertion that the Derrigo  
is within six miles of the proposed  
both fallacious and grossly mislead-  
connect and open up the Derrigo  
ire a branch line of at least 30 miles

... with a second short branch to the harbour, where unquestionably the pre-thatched rich country and that of the wooded valley of the Orara would be and from thence carried by water to the coast, and not by rail, as inferred by " in his injudicious and illogical recommendation, more calculated to retard than the construction of a railway along the Coast, portion of which I believe is necessary for the better develop-

the coastal districts through which  
as when built. I am, etc.,  
OLD LISMORE.

---

THE EDITOR OF THE HERALD.

the statement by the Government that  
the Coast railway would serve one  
thousand people is without foundation,  
g. erroneous, when the acid is ap-  
t.

because the twenty thousand people located surrounding Maitland, Merston, Largs, and Woodville are well w by the steamers and droghers that the Hunter, Paterson, and Williams conveying most of the produce from the alluvial land to market by the instead, notwithstanding the fact that the Northern Railway runs alongside the Hunter and Paterson Rivers, having also a goodly number of bridges across the

of borrowed money, being more than one of the 4000 acres of rich alluvial the aforesaid bridges accommodated. y, the same fact can be applied to alluvial lands fronting the Manning, Macleay, Nambucca, Bellinger, and Rivers, where nearly all the hundred people live, and where all the good past, and where nature has been so

to those districts by providing strong streams that will convey in bottoms produce that will be produced there next 50 years, even if there were half railways running along the coast. It cannot compete against water carriage for short distances, while the South Coast railways, having the metropolitan Australia as their starting point, and away not a hundred miles from that station.

re the facts? The second biggest source of wool, tallow, and hides produced in the state are taken out of the railway yards at Morpeth, and dumped into the New-Munster River S.S. Company's boats, and sent by water to Sydney. During the war other produce is left behind as much as for days. Still it does not go by rail, though the line runs into the company's yards. McLachlan, secretary for the Railways, indicated before the Public

...the annual loss might  
be considered  
\$0 per annum. If he had considered  
I have referred to in this letter  
quite sure there would be over a  
thousand annual loss on this project.  
ried out will injure the credit of the  
that will prevent the inland producers  
a most important part in production  
to the railway system) from getting  
in freight; nay, an increase  
of the loss of

place in order to make good a connection with this white elephant. Nineteen-twentieths of the country are rivers in poor, principally forested, if cleared would not be second-class land, would not show 1 per cent. on clearing. I know the country. It is good as the land between Grafton and that railway should never have been constructed—a dead-letter hanging round the taxpayers. Creating a huge

lebt over poor country means that  
and the representatives who voted  
ould be excluded during their natural  
cked out.

sion of the Upper House is to check  
islation. Therefore I trust, in the  
f the people, they will ignominiously  
this abortive expenditure, that  
ettle people on the soil, because  
aterial is not there. By all means  
flow it through Dorridge scrub to

...a railway through  
...hour, because the good land materials  
...produce wealth from, providing it  
...in suitable areas for families to  
...I am, etc. MYLES M'RAE.







**FUNERALS.**  
**HALLAM.**—The Friends of the late WILLIAM HALLAM, who died at his residence, 11, St. George's Street, Sydney, on the 28th inst., are invited to attend the funeral, which will take place on FRIDAY, the 3rd inst., at 11 o'clock, from the residence of the deceased, to the Church of St. George, Sydney. The coffin will be in charge of the Rev. J. H. Hallam, Minister of the Gospel, St. George's Church, Sydney. The funeral will be held at 11 o'clock, from the residence of the deceased, to the Church of St. George, Sydney. The coffin will be in charge of the Rev. J. H. Hallam, Minister of the Gospel, St. George's Church, Sydney.

**WOOD AND COMPANY.**  
Give better value in funeral work at 10 per cent. Lower rates than any other firm in the line.  
SYDNEY, SUBURBS, AND PARAMATTA.  
HEAD OFFICE AND MORTUARY CHAPEL, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 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